

103D CONGRESS
1ST SESSION

S. 1039

To require the use of child restraint systems on commercial aircraft.

IN THE SENATE OF THE UNITED STATES

MAY 27 (legislative day, APRIL 19), 1993

Mr. BOND introduced the following bill; which was read twice and referred to the Committee on Commerce, Science, and Transportation

A BILL

To require the use of child restraint systems on commercial aircraft.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. CHILD RESTRAINT SYSTEMS ON COMMERCIAL**
4 **AIRCRAFT.**

5 (a) IN GENERAL.—Section 601 of the Federal Avia-
6 tion Act of 1958 (49 U.S.C. App. 1421) is amended by
7 adding at the end the following new subsection:

8 “(g) CHILD RESTRAINT SYSTEMS.—Not later than
9 90 days after the date of enactment of this subsection,
10 the Administrator shall issue regulations requiring the use
11 of child safety restraint systems approved by the Adminis-

1 trator on air carriers providing interstate air transpor-
2 tation, intrastate air transportation, and overseas air
3 transportation. Such regulations shall establish age or
4 weight limits for children who are to use such systems.”.

5 (b) CONFORMING AMENDMENT.—The table of con-
6 tents contained in the first section of such Act is amended
7 by inserting at the end of the matter relating to section
8 601 the following new item:

“(g) Child restraint systems on commercial aircraft.”.

9 **SEC. 2. INTERNATIONAL STANDARD.**

10 It is the sense of the Congress that the United States
11 representative to the International Civil Aviation Organi-
12 zation should seek an international standard to require
13 that passengers on a civil aviation aircraft be restrained
14 on takeoff and landing and when directed by the captain
15 of such aircraft.

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